

Selected Readings from American and British Press

英美报刊选读

(第2版)

· 大学英语学习系列教材 ·

Undergraduate English Series

□ 华中科技大学外国语学院英语系 编

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Undergraduate English Series

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英美报刊选读

(第2版)

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华中科技大学出版社
中国·武汉

总 序

21 世纪是一个国际化的知识经济时代, 社会主义市场经济的发展要求新世纪的人才除了具有扎实的专业知识、良好的创新能力和人文素养外, 还必须具有较强的用外语交际的能力。英语作为一种国际性的语言, 已成为人们在国际交往中不可缺少的工具。新形势下, 社会的发展对中国大学生英语能力提出了全新的要求, 已从原来纯粹的语言技能的掌握, 发展到语言应用能力及跨文化交际能力的提高、英语文化认知水平的扩大及人文综合素养的完善。

在这种形势下, 许多高校进行了大学英语教学改革, 除了进行英语听说读写的基础课程训练, 还开设了一系列高级语言能力及文化、文学方面的专业课程供全校学生选修。此外, 本着培养复合型人才的理念, 许多高校英语专业面向非英语专业招收英语第二学位的学生, 开设了一系列英语专业课程。与英语本科专业的教学相比, 这一系列课程因教学对象、学生需求、教学学时等不同, 其目标内涵与层次定位、教材选编、教学方法及教学要求等方面还是存在着一定的差异。为此, 华中科技大学外国语学院英语系在长期开设英语公共选修课及开办英语第二学位、辅修学位的基础上, 组织一批有丰富教学经验的老师, 共同编写了《大学英语学习系列教材》。

本系列教材包括《高级英语阅读》、《英语写作教程》、《英汉互译——方法与实践》、《英美报刊选读》、《英美文学佳作赏析》等。本系列教材具有以下特征。

1. 本系列教材的编写以国家教育部颁布的《大学英语教学大纲》和《英语专业教学大纲》为依据, 充分考虑非英语专业学生的实际情况和新世纪复合型人才对外语能力的要求, 既重视培养语言技能、提高语言交际能力, 又注重扩大学生的知识面, 提高人文素养。

2. 本系列教材的编写吸收了大学英语、专业英语、英语第二学位的教学及教材编写的丰富经验, 充分采纳国内外先进的教学理论和方法, 力求选材新颖实用、难度适中、具有鲜明的时代特征。

3. 本系列教材体系统一, 既可全套使用, 也可针对学生实际需要有选择地使用。

本系列教材可供非英语专业本科生英语选修课使用, 也可供选修英语第二学位或辅修英语学位的学生使用, 还可供具有相当于大学英语四级水平的英语自学者使用。

本系列教材在编写的过程中得到了华中科技大学外国语学院领导的指导和各位同仁的支持, 华中科技大学出版社对本系列教材的编写和出版给予了鼎力支持, 在此我们全体编写人员表示衷心的感谢。由于经验不足, 水平有限, 错误在所难免, 恳请广大师生和读者提出批评和建议, 以便在今后的修订中不断得到改进和完善。

华中科技大学外国语学院英语系

2006 年 6 月

前 言

《高等学校英语专业英语教学大纲》要求英语专业的学生在二年级、三年级、四年级时分别“能读懂难度相当于美国 Newsweek 的国际新闻报道”、“能读懂难度相当于美国 Time 或 The New York Times 的社论和政论文章”、“能读懂一般英美报纸杂志上的社论和书评”。《大学英语教学大纲》中对提高阶段的学生也要求“能顺利阅读语言难度较高的一般性题材的文章”。因此，很多大学都开设了“英美报刊文章选读”课程。

华中科技大学外国语学院本着培养复合型素质人才的理念，在湖北省“七校联合办学”方针的指导下，面向本校及外校非英语专业学生开设英语第二学位，“英美报刊文章选读”则是其中一门很多学生期待已久的必修课。本书就是为英语专业二学位学生及其他英语爱好者掌握阅读英美报刊的基本能力并扩大知识面而编写的。

许多学英语的人在学习了几年英语，掌握了一定的词汇和基本语法之后，都会去尝试阅读一些英语原版读物，希望借此验证自己的英语水平是否已达到独立阅读的能力。而国际互联网的发展更给了广大英语爱好者一个方便快捷的平台去接触英美报刊文章。英美报刊文章的内容涉及政治、经济、文化、科技、体育以及娱乐等各个方面，因其多样性、趣味性尤其得到广大英语学习者的青睐。很多英语学习者认为报刊文章中的英语才是“真正的英语”，因此，在高校英语专业的课程中，“英美报刊文章选读”很受学生的欢迎。学生们觉得这门课给了他们一个接触“原汁原味的英语”的机会，而不再是有些教科书中已无法考证年代的文章。

本书包括英文报刊的发展简史、新闻英语的一些基本概念和主要特点、阅读英文报刊文章的技巧以及从互联网上精选的英美报刊文章 30 余篇，有特写、社论、国际新闻、英美国内新闻、经济新闻、科技新闻以及体育新闻。每一类中都尽量选取能代表该类的、具有典型的新闻英语特征的报刊文章。每篇文章后附有词汇表，除对难懂的和在一般工具书中不易查到的词语做必要的解释外，同时还介绍了新闻英语的主要特点，并对有关重要事件的背景和人物进行必要的介绍，以帮助初学者掌握阅读报刊文章必须具备的有关知识。同时还有一些练习题，读者可借此检验自己的阅读效果和理解程度。

全书课文均来源于英美国家的报刊，相信使用本书的读者和授课教师对其中内容和观点立场自能做出正确的判断。

由于编者水平有限，时间仓促，书中一定会有错误和不妥的地方。在此，恳请读者能不吝赐教，以便及时改进。

编 者

2008 年夏于华中科技大学

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Unit 1

Text A

The Coming Energy Wars

Oil prices could hit \$200 a barrel in the next few months. How the spike changes everything!

By Rana Foroohar¹

Newsweek

May 31, 2008

- 1 This spring, America hit a historic point. With average gas prices per gallon edging toward \$4, America's notoriously profligate ways started to change fast. Americans are driving less, using mass transit more, buying fewer gas guzzlers, indeed shopping less wantonly in general, and lowering their previously unshakable confidence as consumers. Suddenly, Americans are acting differently; if not exactly like Swedes, then not quite like themselves, either. It's a shift that could change the world.
- 2 And there are more changes to come. So far the price shock has triggered the most obvious consumer shifts in the United States. Europeans, already greener, are also buffered by a stronger currency, and Asians are protected from the spiking price of oil by subsidies that control the impact on gas prices at the pump. But if oil prices continue to rise, and the subsidy dam breaks, as seems likely, the energy revolution

now transforming America will spread. “We sailed through \$80 a barrel,” notes energy authority Daniel Yergin², author of “The Prize: The Epic Quest for Oil, Money and Power” and chairman of Cambridge Energy Research Associates. “But that doesn’t mean we’ll sail through \$200 a barrel. That sort of price would have enormous global consequences.”

3 A year ago no one was talking about \$200 oil, and now everyone in the markets is, for scary reasons. Oil prices climbed from \$10 in 1999 to \$95 last year without slowing the surging world economy, in large part because the markets believed the spike was at core driven by rising demand, particularly from India and China, which feeds growth. There was concern over supply too, but nothing like the tumult prompted by the stranglehold OPEC imposed on the world in the 1970s, at least not until recent months. As the per-barrel price climbed over the last few months, with futures reaching \$135 last week, the consensus began shifting to a new more gloomy view: that not only would long-term demand led by China and India continue to grow, but that the supply threats, including increasing conflict, falling investment, industry bottlenecks and downward estimates of big field reserves in major oil states—aren’t going away any time soon. Now many (though not all) serious people take \$200 oil and the prospect of another 1970s-style oil shock seriously. Goldman Sachs warned that the \$200 barrier could be hit within the next six to 24 months.

4 That’s way too fast for comfort (or should be) even for those who welcome high gas prices as a way to induce energy conservation and fight global warming. Already skyrocketing oil prices are causing real pain for ordinary people, threatening global economic growth, and reviving the specter of inflation. The price pressure is now particularly acute in big emerging markets like China and India, which in recent years had become paragons of fiscal responsibility that tended to dampen global inflation by exporting cheap goods and services. Now they threaten to become exporters of inflation, particularly if energy price controls give way. Americans now making up for their losses at the gas pump by flocking to Wal-Mart for cheap Chinese goods would be out of luck. Make no mistake: \$200 oil in 2009 would be a painful shock, not just a green tax on gas guzzlers.

5 Oil drives so much of the global economy, it’s almost impossible to fully imagine the world of \$200 oil. No question, the shock will force nations to go greener much faster than now, particularly by conserving energy and developing and adopting new non-fossil fuels. But none of these can happen full stop in six to 24 months. So the predictions tend to be gloomy: some analysts see a shift toward regional trade, and even a major reversal of globalization itself, as rising transport costs make it too

expensive to ship many kinds of goods through long distances. A major acceleration in the transfer of wealth that has, in the past five years, shifted trillions of petrodollars from oil consumers to producers would alter the world balance of power—including a boost for the troublesome oil autocrats of Iran, Venezuela and Russia. At \$200 a barrel the proven oil reserves of the six Gulf nations alone would rise in value to \$95 trillion, about twice the size of public equity markets, according to Morgan Stanley managing director Stephen Jen. That would make the Sovereign Wealth Funds of oil states market kingmakers. Western efforts to press more openness on these funds, many controlled by royal courts, would surely grow.

6 While some optimists believe the windfall could bring the Middle East into the modern world if it's smartly invested, that's a big if. Already many small states are struggling to wisely invest their oil windfall to date, and the corrupting curse of oil wealth is well known. Michael L. Ross, associate professor of political science at UCLA³, notes that the percentage of the world's wars that take place in oil states is growing. The number of oil states is also rising—with Cambodia, East Timor and others joining the ranks—with more likely to follow as prices climb. Many of these newcomers are small, and ill-equipped to cope with the corruption that often wastes the windfall.

7 No industry will be unaffected. Any company that moves goods or people needs oil. At \$200 oil could make the long-predicted death of Detroit, or at least one of its Big Three, a reality. Airlines are vulnerable too. Skyrocketing jet fuel prompted American to announce it would cut flights due to the grounding of numerous older, less fuel-efficient planes. Air France-KLM⁴ recently warned that profits are likely to fall by a third this year, and CEO Jean-Cyril Spinetta suggests \$200 oil would represent a far bigger shock than 9/11 or the SARS epidemic of 2003, which sent the airline industry into a tailspin. "It's more than a change, it's a revolution, a new industry, in fact," says Spinetta. "We would have a lot of bankruptcies very rapidly in Europe, the US, and Asia. And there will be restructuring of networks, cutting routes, cutting capacities." The effect of mergers and cutbacks may leave smaller cities from Tuscany to the American Midwest with ghost airports.

8 The oil-induced depression of the American consumer may be a harbinger of what's to come elsewhere. In the United States, consumer confidence is now at a 15-year low. Energy Department data show that \$4-a-gallon gas is finally forcing Americans to cut back on driving; this year gas consumption in the country is expected to drop for the first time since 1991. No amount of "fiscal stimulus" looks likely to help: Citibank⁵ estimates that even if prices merely stay as they are, the

year-on-year increase in the US consumer-gas bill will siphon away the bulk of the \$120 billion in expected tax rebates. As food and gas prices go up, spending on everything else will go down. No wonder big-box stores like Wal-Mart are having record quarters, and middle-market chains are suffering.

9 Expect these trends to hit Europe soon, too. Germans are actually beginning to slow down on the autobahn to save fuel, which has risen in price from 0.92 to 1.53 euros per liter since 2000 (a 66 percent increase). Analysts say that the more Europeans spend on gas, the less they will spend on furniture, clothing and white goods. Indeed sales in all those categories are already down. "It's going to feel like a global recession inside many companies," notes Citibank European equities economist Richard Reid. "We expect an increase in corporate failures, and a lot of M&A. You might well see flush emerging-markets firms (think Tata) swooping in to buy up ailing Western firms on the cheap."

10 With oil futures up 40 percent in just the last two months, the sense of an accelerating shock is already palpable in the United States. While American automakers were moving slowly toward smaller cars before the spike, sales of SUVs and pickups are now falling so fast, they appear to be caught flat-footed. "At \$200, GM tanks," says energy expert Philip Verleger. "They just don't have time to fix their fleet." Ford CEO Alan Mullaly, warning two weeks ago that he no longer expects a return to profitability in 2009, said he believes the gas-price shift is permanent. Ford has slashed production of its F-series pickup trucks, an American best seller for 20 years. Meanwhile, Nissan unveiled a \$115 million new plant outside Tokyo designed to build lithium-ion fuel cells to power a new generation of battery cars.

11 The individual decisions about what we'll drive, how often we'll fly and whether we'll upgrade our televisions as quickly are only part of the larger macroeconomic threat of higher oil prices. The threat has yet to be officially tallied; major financial institutions like Morgan Stanley⁶ have only just begun to seriously discuss the potential downgrades to the global economy should \$200 oil become a reality. But already, it's clear that oil is catalyzing the threat of inflation in rich countries as well as poor. Inflation looks likely to be about 5 percent in the United States this summer, and about 3 percent in Europe. But in emerging economies, double-digit inflation could become the norm. "In America, it will feel like the opposite of the 1990s," says Morgan Stanley chief US economist Richard Berner. "But if you think things won't be pleasant for industrial nations, think about developing economies, where people spend 50 percent of their income on food and fuel."

12 Indeed, there's concern that as higher oil prices force many Asian economies to

reduce or even cut their generous fuel subsidies, growth will slow sharply, and there could be social unrest as the world's poorest become more desperate. The political ramifications of this (which already include moves away from free trade), combined with the ever-rising costs of doing business as usual, could force a retrenchment from globalization. "It's a harbinger of the reversal of globalization," says Jeff Rubin, chief economist for CIBC⁷ World Markets. "At \$200 a barrel, you'll see transport costs rise so much that they will effectively reverse the trade liberalization of the last 30 years." He predicts that world trade will realign itself regionally, so that while Japan may continue to ship in goods from China, the United States will increasingly import from Latin America. "If you look at the period from 1973 to 1979 (when oil spiked) you'll find the same thing happened," he notes. "The share of imports to the US from Latin America and the Caribbean rose by 6 percentage points. That was all about freight costs."

- 13 Regionalism won't stop at trade. There will be new financial and service hubs in energy-rich areas like Russia, Latin America and the Gulf. Sovereign Wealth Funds will continue to buy up big chunks of Western banks and blue-chip companies, as well as investing more broadly in a new range of countries and currencies (which is likely to make forex⁸ movements stronger and more unpredictable). The rise of the Sovereign Wealth Funds has already triggered a protectionist backlash, including US moves to step up the vetting of foreign investors in American firms.
- 14 Worse conflicts are possible. "As areas like the Mideast and Africa, Russia and Venezuela continue to rise, you're going to see increasing energy greed, aggressive behaviors and neocolonial actions on the part of various countries," predicts Scott Nyquist, the head of McKinsey's energy practice⁸. As Iran gets richer, Hizbullah might get stronger. China will clearly wield more might in Africa. Western ideas about civil society, the environment and women's rights could be displaced with new sets of values.
- 15 More blood will almost certainly be spilled. Oil wealth tends to wreak havoc on a nation's economy and politics, discouraging diversity, aggravating ethnic grievances and making it easier to fund insurgencies. Oil countries now host about a third of the world's civil wars, up from one fifth in 1992. "There's a vicious cycle, which you can see played out in places like Iraq and Nigeria, where conflict fuels higher prices, and higher prices in turn fuel conflict," says UCLA's Ross.
- 16 The lack of any spare capacity in the global pipeline makes it difficult to solve such situations with sanctions; taking any oil off the market would, at this point, merely ignite an already explosive situation. The megatrends fueling the global supply

shortage tend to feed on one another. Higher prices fuel the growing tendency of oil states like Russia and Venezuela to re-nationalize fields. That often leads to lower output, due to the inefficiency of most state oil companies, notes Sanford Bernstein¹⁰ analyst Ben Dell. The publicly traded companies have to go where they can. As fields in peaceful places (Alaska, the North Sea) are tapped out, the hunt for new oil has moved into conflict zones (Nigeria and Angola) or geologically extreme territory (Siberia, the deep sea). And while higher prices are already driving down energy consumption in rich nations, that drop does not offset the booming demand in emerging markets.

17 Meanwhile, though numerous green technologies hold plenty of promise, none of them are going to save the day any time soon. “It’s a false god,” says Robin West, chairman of PFC Energy¹¹. “There will be step changes in technology, but people forget the scale of the oil business. Ethanol production was 5 billion gallons last year, with huge subsidies to farmers and rising food prices. But that’s the size of one production platform off the coast of West Africa.”

18 So, what’s to be done? For starters, policy makers might stop grilling big oil companies about why prices are so high (since they now control only a small percent of known reserves, it’s largely out of their hands), support smarter green initiatives (wind and solar credits rather than ethanol boondoggles) and stop pandering to voters with subsidies and gas-tax cuts that ignore the new reality—oil is a finite resource, more people want more of it, and the profligacy with which we’ve used it is going to change. “There’s a fuel that’s cheap, clean and readily available, and it’s called conservation,” says West. By some estimates, the world could save 25 percent of its oil usage with simple measures like driving the speed limit, turning off lights, and fully using the green technology we already have (hybrids, better insulation, etc). While it’s never been the inclination of rich nations—particularly America—to rein in consumption, it’s a notion we’ll undoubtedly become more comfortable with as energy prices rise. It happened in the 1970s. It will happen again—and if we’re very lucky, it will become the important and lasting effect of \$200 oil.

Vocabulary

acute	a.	extremely sharp or severe	剧烈的，严重的
aggravate	v.	make a bad situation worse	使……恶化，使……加重
ailing	a.	being ill or causing to be ill	生病的
autobahn	n.	a motorway in German-speaking countries	(德语)公路

autocrat <i>n.</i>	a ruler with unlimited power, or someone who demands total obedience from other people 独裁者
backlash <i>n.</i>	a strong feeling among a group of people in reaction to a tendency or recent events in society or politics 对某一局势的强烈反应
blue-chip <i>a.</i>	a company or investment that can be trusted and is not likely to fail 独特的, 值钱的, 有前景的
boondoggle <i>n.</i>	a useless and in expensive piece of work, especially one which is paid for by the public 细小而无用的事情
buffer <i>v.</i>	provide protection against harm 保护, 缓冲
chunk <i>n.</i>	a part of something, especially a large part 一大块
consensus <i>n.</i>	a generally accepted opinion or decision among a group of people 一致同意
curse <i>n.</i>	a cause of trouble and unhappiness 祸根, 祸因
dampen <i>v.</i>	make less strong 减弱
edge <i>v.</i>	move slowly with gradual movements or in gradual stages 徐徐移动
epic <i>a.</i>	of a film, poem or book which is long and contains a lot of action, usually dealing with a historical subject 史诗的, 英雄的
equities <i>n. pl.</i>	shares in a company from which the owner of the shares receives some of the company's profits rather than a fixed regular payment 股权
flat-footed <i>a.</i>	in an difficult or unexpected situation that makes you unable to move or react quickly or skillfully 举步维艰的, 蹒跚而行的
flush <i>a.</i>	having a lot of money; rich 富有的
for starters <i>phr.</i>	used to say that something is the first in a list of things 首先, 起初
futures <i>n. pl.</i>	agreements for the buying and selling of goods, in which the price is agreed in advance of a particular future time at which the goods will be provided 期货(交易)
grill <i>v.</i>	ask someone a lot of questions for a long time 严加盘问
harbinger <i>n.</i>	someone or a thing that shows that something is going to happen soon, especially something bad 先兆, 征兆
havoc <i>n.</i>	confusion and lack of order, especially causing damage or

	trouble	大破坏, 浩劫
hub <i>n.</i>	the central or main part of something where there is most activity	中心, 枢纽
kingmaker <i>n.</i>	a person who influences the choice of people for powerful positions within an organization	有权或有影响力选用公职人员的人, 竞选的后台老板
norm <i>n.</i>	a situation or type of behaviour that is expected and considered to be typical	标准, 规范
on the cheap <i>phr. v.</i>	spending less money than is needed to do something properly	便宜地
palpable <i>a.</i>	so obvious that it can easily be seen or known, or (of a feeling) so strong that it seems as if it can be touched or physically felt	明显的
pander <i>v.</i>	do or provide exactly what a person or group wants, especially when it is not acceptable, reasonable or approved of, usually in order to get some personal advantage	迎合
profligacy <i>n.</i>	the state of being wasteful with money	肆意挥霍
profligate <i>a.</i>	wasteful with money	肆意挥霍的
public equity	公开上市股权	
ramification <i>n.</i>	the possible results of an action	衍生物
realign <i>v.</i>	put something into a new or correct position	重新排列
retrenchment <i>n.</i>	the state when a government, etc. spends less or reduces costs	节省, 删除
siphon <i>v.</i>	remove liquid from a container using a tube that is bent in the shape of an "n", with each end in a separate container at two different levels, so that liquid can be pulled up into it from the higher container and go down through it into the lower container	用虹吸管吸出, 吮吸
slash <i>v.</i>	greatly reduce something, such as money or jobs	大幅减少
sovereign <i>n.</i>	a king or queen, or the person with the highest power in a country	君主
specter <i>n.</i>	a ghost	幽灵
spike <i>n.</i>	a sudden large increase in the number or rate of something	突然增加
stranglehold <i>n.</i>	a position of complete control that prevents something from developing	抑制, 束缚

surge	v.	increase suddenly and greatly 汹涌, 澎湃
swoop	v.	move very quickly and easily through the air, especially down from a height in order to attack 俯冲
tailspin	n.	the act of something that starts to fail or lose value and gets more and more out of control 像飞机一头栽下一样失控
tally	v.	calculate a total number 统计
tank	v.	decrease quickly or be very unsuccessful 大幅下挫
tap	v.	obtain or make use of something 开发, 利用
tumult	n.	a state of confusion 吵闹, 骚动, 拥挤, 混乱
vet	v.	examine something or someone carefully to make certain that they are acceptable or suitable 审查
wantonly	ad.	in a way that showing extremely and completely lack of care 放纵地
wield	v.	have a lot of influence or power over other people 对……产生较大影响
windfall	n.	an amount of money that you win or receive unexpectedly 横财, 意外之财
wreak	v.	cause a lot of damage or problems 造成破坏或恶劣影响
year-on-year	a.	与上年同期数字相比的
buy up		全部买下, 囤积

Notes

1. Rana Foroohar 拉那·弗鲁哈, 美国《新闻周刊》海外版资深编辑。
2. Daniel Yergin: the president of Cambridge Energy Research Associates. He is also a specialist on energy and international politics, strategy, and economics. 丹尼尔·耶尔金, 剑桥能源研究会会长。
3. UCLA: 加州大学洛杉矶分校
4. Air France-KLM: 法国航空·荷兰航空。欧洲最大的航空公司荷兰皇家航空于 1919 年 10 月 7 日成立, 是世界上历史最悠久的航空公司之一。法国航空在 2004 年 5 月收购 KLM, 并组成了 Air France-KLM。Air France-KLM 在法国的法律之下成立, 而总部则设在巴黎戴高乐国际机场。如果以经营收入计算, Air France-KLM 是世界上最大的航空公司, 而如果以收入/乘客/公里计算, 它则是世界第三大、欧洲最大的航空公司。
5. Citibank: 花旗银行
6. Morgan Stanley: 摩根士丹利

7. CIBC: Canadian Imperial Bank of Commerce 加拿大皇家商业银行
8. forex: 英文“foreign exchange”的简称, 也作“FX”, 指的是国际银行间的外汇交易市场。
9. McKinsey&Company: 麦肯锡咨询公司
10. Sanford Bernstein: 伯恩斯坦是一家专门向机构客户提供财务分析的公司, 其主要工作是为大多数机构客户在股票上赚钱。
11. PFC Energy: 能源咨询顾问公司, 成立于1984年。该公司的能源专家为客户提供对市场、策略和战术方面独到的见解。他们帮助客户作出关键性决策, 取得财务经营的成功。目前, 公司在华盛顿、休斯敦、巴黎、伦敦、洛桑、吉隆坡和布宜诺斯艾利斯等地设有分支机构。

Questions for Comprehension and Discussion

1. In what way did America hit a historic point?
2. Based on that scenario, what else is going to happen?
3. What are the factors that might threaten oil supply?
4. What are the major negative influences that might be caused by \$200 oil?
5. Could all the unexpected profits from oil be wisely used? Why or why not?
6. How will the transportation industry be hit by \$200 oil?
7. How is high oil price affecting and how will it affect the American consumers?
8. How is high oil price affecting Europeans?
9. What are the macroeconomic threat of higher oil prices?
10. What are the solutions that the author proposes to high oil prices?